

Patricia Jursik
Milwaukee County
8th District Supervisor
August 11, 2009

Mr. Timothy R. Sheehy, President
Metropolitan Milwaukee Association of Commerce
756 North Milwaukee Street, Suite 400
Milwaukee, Wisconsin 53202

Re: Letter from MMAC dated Aug. 10, 2009

Dear Mr. Sheehy:

Thank you for your letter dated August 10, 2009. I welcome the opportunity to discuss these topics in personal letters rather than a war of words discharged in press releases. I do think your press release suggesting that my interest in the Hoan was based on my own personal driving preference was insulting to an elected official that represents approximately 55,000 residents with constituent contacts regarding retention of the Hoan Bridge coming in at about 99% favorable.

Thank you as well for sharing the bit of history. I have been studying the issue of the Hoan Bridge for over one year now because it is such an important bridge not only for our south shore but the larger community as well. I have been contacted by a number of businesses on Jones Island that are incredulous to the idea that the Hoan could be removed. The Hoan Bridge moves 120,000 trucks per year just from the port tenants according to the Port of Milwaukee figures. Imagine all of the other trucking from the many businesses in this industrial corridor.

The Department of Transportation has spent over \$150,000. studying this issue with HNTB, and this figure may be much more. I have made an open records request to find out. The SEWRPC 2035 Regional Land Use and Transportation System Plans for Southeastern Wisconsin (April 2007) did not call for removal of the Hoan, in fact the long-range study retains the Hoan and the 794 corridor. Just several years ago, the DOT regional planner was using figures in the 40 million range to re-deck the Hoan. The Milwaukee Journal Sentinel article from Sept. 2, 2008 used a figure of 41 million as the last published number. When officials from DOT are now stating the figure is \$220,000,000. which is 1/4 the cost of the entire Marquette Interchange, you can understand why I am questioning these figures. More aptly, what elected official is directing that all of this long-range planning for a major policy change regarding transportation serving this region take place? So when MMAC has the developer, HNTB, invited to speak to membership, and then MMAC becomes a spokesperson in advocating for a "study", I do want to know what is behind this. Your own letter repeats many of these statements, (*i.e.* "it will need hundreds of millions in repair work...").

Pres. Timothy Sheehy


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In addition, the HNTB study that was released last year provided a four-lane roadway with roundabout exits. The Hoan currently serves about 50,000 vehicles per day according to SEWRPC and is nearly at capacity during the peak rush-hour periods. The Hoan currently has six lanes of traffic, with interstate access and no need for a lift-bridge. To state that the HNTB replacement for the Hoan is inadequate is an understatement.

Finally, why wasn't this "study" done before the completion of the Marquette Interchange? Just completed last year, this new interchange connects to the Hoan and was specifically designed to do so. For MMAC to suggest that we should just get the facts now is really a smoke screen for advancing the HNTB study in my opinion. Thank you for the courtesy of your letter and receiving my response, I appreciate putting the facts in front of you.

Very truly,



PATRICIA D. JURCIK
Milwaukee County Supervisor, Dist 8